

# THE SIEGE OF VICKSBURG.

## THE LINES OF THE ARMY UNCHANGED.

### CANNONADING FROM FRONT AND REAR.

#### Attack on Haines's Bluff Expected.

#### Our Forces Fully Prepared for it.

#### THE ENGAGEMENT AT MILLIKEN'S BEND.

JOHNSON'S LANDING, Monday, June 8. }  
Via Cairo, Saturday, June 13, 1863.

The lines of the army are in the same position. Cannonading from the front and rear at intervals has been going on during the day.

A small body of our troops at Sartoria, on the Yazoo, on the 5th were met and attacked by a portion of Johnston's force, when we retired, without loss, to Haines's Bluff. It was anticipated that the Rebels might attack that position. Ample preparations had been made to repel them.

The Rebels are known to be in a terrible condition while Vicksburg.

The weather is hot. The health and spirits of the troops are good.

Memphis, Friday, June 12, 1863.

The steamer Fort Wayne, from Young's Point, arrived to-day. She brings no later dates from Vicksburg than the 8th inst.

No guerrillas were seen on the way up.

The fight at Milliken's Bend on Sunday last was a very sanguinary affair, much larger than at first reported.

The Rebels, under McCullough, 2,500 strong, advanced upon the Unionist forces, composed of three negro regiments and the 23d Regiment Iowa Volunteers.

The Rebels made a desperate charge at daylight. The negroes broke in confusion, but finding that their captured companions were being slaughtered by the Rebels, rallied with great desperation and drove the Rebels back.

The loss is heavy on both sides.

Guerrillas destroyed portions of the railroad track near Georgetown last night. The damage they did was slight and will soon be repaired.

The Rebel force in North Mississippi has been sent to reinforce Gen. Joe Johnston.

Washington, Saturday, June 13, 1863.

The following items are taken from the Richmond papers of the 11th inst:

JACKSON, Miss., Tuesday, June 9, 1863.

Our scouts report the pickets around Vicksburg as ten miles deep. Every means of approach is closely guarded. The greatest care and courage are required to reach Vicksburg. Gen. Grant communicates with the fleet by signals sent night and day, betokening movements, it is thought. The firing of the enemy's mortars were heard at intervals of two seconds all night, and the firing was continued this morning. There is nothing from Port Hudson.

MEMPHIS, Tenn., Saturday, June 13, 1863.

The Chattanooga Rebel of the 11th inst. has the following:

JACKSON, Miss., Tuesday, June 9, 1863.

One of our officers, who was captured by Gen. Grant, and who subsequently escaped, arrived here this morning. He reports that the Yankee army is much depressed by reason of Gen. Johnston making a heavy force, and by the fact that certain death awaits them. Their officers say it is certain defeat or annihilation.

Special Dispatch to The Cincinnati Gazette, June 12, 1863.

The steamer Danleith, Capt. Wilson, arrived this afternoon, direct from Vicksburg on the 7th inst., bringing Memphis dates of the 10th. The papers contain nothing of interest.

From an officer of the Danleith, I learn the following regarding something of a battle which came off at Milliken's Bend on the afternoon of Saturday last and the forenoon of Sunday of the present week. From the intelligent source whence it comes, I think it can be relied upon as generally correct. The details may vary somewhat.

On Saturday last our force at Milliken's Bend consisted of about 71 troops and 800 negro volunteers, some 1,500 or 1,600 in all. On Saturday evening the Rebels were brought the commander of the post that a large force of Rebels, some 3,000 in all, were outside the works at no great distance, marching upon the fortifications. The commander immediately sent out his cavalry, and held the colored troops for reserves, in case the cavalry had to fall back. It turned out well that this precaution was taken, for, after engaging the enemy and finding they were about to be overpowered, the cavalry fell back, and joined the colored infantry.

A battle then took place, which was waged on both sides with terrific fury. The Rebels pressed forward on the white and black troops opposed to them with all their strength. Our troops had no artillery, and the Rebels had. Yet, after a struggle of some hours, the enemy were driven off, leaving a great number on the field slain and wounded. Their force was not followed up, our men being so much exhausted. Our forces fell back to their works, and preparations were made for defense.

In the evening the steamer St. Cloud came up from below, and, learning the bad state of affairs, returned for reinforcements of artillery and a gunboat. Both were started up, and the gunboat Chocoma arrived upon the spot early on Sunday morning, to find that the Rebels had returned, and during the night they had busied themselves in gathering a large number of mules together, and when day broke started them forward, using them as a means of protection, while they followed close behind. They were promptly met by our troops this time, behind their works.

Gradually the Rebels moved their line, sacrificing their mules to the rifle shot, and opened upon the works with rifle, shot-gun and artillery; but they were unable to break through. They had got fairly engaged when the gunboat Chocoma came in for her share in the fight, using with effect her heavy guns, charged with shell. An unfortunate shot from the Chocoma, it is said, killed several members of the negro regiment. It was owing to the fact that the colored men felt the enemy's loss was also considerable, and up to the latest dates on Monday, when the steamer Niagara left for Memphis, they had not returned to renew the attack. Should they do so sufficient reinforcements in artillery have been forwarded to give them sudden and effectual quietness.

It was impossible for my informant to learn the extent of our loss, but it must have been heavy. One hundred colored men fell. The enemy's loss was also considerable, and up to the latest dates on Monday, when the steamer Niagara left for Memphis, they had not returned to renew the attack. Should they do so sufficient reinforcements in artillery have been forwarded to give them sudden and effectual quietness.

Rebel Reports.

MEMPHIS, Tenn., June 14, 1863.

Rebel papers of the 10th give an account of Grierson's raid on Clinton, La., on the 3d, and says his force was 1,000. The Rebel officer Logan is reported to have driven Grierson six miles, taking two guns, and killing and capturing 35. The Rebel loss was two killed and several wounded.

MOBILE, June 9.—The Spanish steamer Soler, from Havana for this port, was lost 40 miles out, on a storm, on the 26th. Only four of her crew and passengers escaped. Among the lost is Col. Sharp of Gen. Buckner's staff. Her cargo was valued at \$50,000.

One Yankee gunboat is left in the Red River owing to low water.

The Chattanooga Rebel of the 12th has nothing whatever from Vicksburg.

Col. Wilder returned yesterday from a scout bring-

# New-York Tribune

VOL. XXIII.....No. 6,925.

NEW-YORK, MONDAY, JUNE 15, 1863.

PRICE THREE CENTS.

## MORE DESTRUCTION BY REBEL PIKES.

### Operations of the Florida, Alabama, and Georgia.

#### A BARK AND THREE SHIPS BURNED

#### STATEMENTS BY THE CAPTAINS.

#### Operations of the Clarence Near Our Coast.

#### CAPTURE OF SIX MERCHANT VESSELS.

#### ONE OF THEM MADE A CRUISER.

#### ENERGETIC ACTION AT THE NAVY-YARD.

The British ship *Bucephalus* of Liverpool, Capt. Baker, from Bahia, Brazil, arrived at this port yesterday, bringing home Capt. Weaver and family, and Mr. R. Binninger, late of the bark Union Jack; Capt. Melcher and lady of the ship *Dorcas Prince*, and Capt. Peck of the ship *Sea Lark*, the former of which vessels was captured and destroyed by the Confederate steamer *Florida* and the latter by the *Alabama*; also, Capt. Phillips of the ship *Dictator*, captured by the Confederate steamer *Georgia* (Japan). The following is Capt. Phillips's statement:

Sailed from Liverpool April 6, with a full cargo of coal for Hong Kong; on 25th, being then in lat. 25 N., lon. 21 40 W., was chased captured and burned by the Confederate steamer *Georgia*, Capt. Maury. After burning my ship, they steered to the southward, and on the 30th, at daylight, made the island of St. Vincent, Cape Verde, and steered in for the harbor, when about three miles from the anchorage saw a man-of-war lying there with the American flag flying at the peak. They then steered on N. E. at full speed. When about 20 miles from the island they again steered to the southward, chasing and speaking every vessel they saw, until the night of the 12th May, when they anchored at Bahia.

On the 13th, my officers, and ten of my crew were landed; the rest of the men joined the steamer. We were allowed to have all the clothing we brought from the ship. Capt. Maury gave me back my instruments, for which I thanked him. He then treated me kindly while on board. The *Georgia* is a common iron vessel, long rigged, with a full poop, a very large smoke stack, about 120 feet long, and about 25 feet beam. They say she can steam fourteen miles an hour, but I doubt it very much. She carries two masted guns, and two 32-pounders single, and one 32-pounder. Her crew consists of about 15 officers and about 70 men. Most of the crew are quite boys.

Capt. Peck, of ship *Sea Lark*, makes the following statement:

The *Sea Lark* sailed from Boston, March 23, bound to San Francisco, and when in lat. 21 minutes south, lon. 22 west saw a large vessel on fire, stood west to the burning ship, and when about two miles from her saw a steamer's light, it being night. I put my ship on the other tack and stood to the eastward for eight hours and so escaped. On the 3d of May when in lat. 23 30 south, lon. 31 20 west made sail on the weather bow steering west. My crew consists of about 15 officers and about 70 men. Most of the crew are quite boys.

Capt. Melcher of the ship *Dorcas Prince* makes the following statement:

Sailed from New-York March 13 for Shanghai; had a long passage to the equator; was becalmed on the equator twelve days; crossed in about 25 deg. 50 min. west; had the wind blow from the S. E. on the 25th, which forced me to the westward. On the 26th, April 25, was chased and captured by the *Alabama* at 5 p. m., in lat. 7 deg. 35 min. south, lon. 31 deg. 35 min. west. I was allowed time to pack my trunk, and was then removed to the *Alabama*. They put out all the ship's boats, and after removing a quantity of provisions the ship was set on fire at 10 p. m., and in 12 was burned to the water's edge. My officers and crew were confined in irons, being released for a short time each day, and no communication allowed between myself and them. During the first week of my stay on board, they overhauled and boarded every sail that was seen, and in one day chased and boarded five vessels, all foreign. They always chased and boarded the same color, and on boarding always gave the name of the United States gunboat in search of the *Alabama*, and asking information of her whereabouts. When a vessel did not stop they would bring her to with a gun, and apologize to the captain when the boat boarded her. They obtain papers from all outward-bound vessels, and thus are well informed of all that takes place at home.

Capt. Weaver, of the bark Union Jack, would not give any statement until he communicates with his officers.

The Confederate steamer that left England under the name of the *Japan*, on arriving on the equator changed her name to the *Georgia*, and the Dictator was the first prize she had made.

About eighty seamen of the above vessels were at Bahia the 15th of May, waiting means to reach the United States.

The Captains made by the Pirate *Clarence*—Statement by one of the Captured Officers.

WASHINGTON, Saturday, June 13, 1863.

The following dispatch has been received from Newswater, Delaware:

A tender to the privateer *Florida* has made six captures of merchant vessels, of which she burned three and bonded two.

The captures were made between the 7th and 12th inst.

The following are the names of the vessels captured:

Bark *Whistling Wind*, of New-York, loaded with coal, for Key West.

Brig *Mary Alvina*, of Boston, loaded with Gov-

ernment stores and bound for New-Orleans. This vessel was burned in north lat. 34, long. 75.

Bark *Tacony*, of Philadelphia. She was captured on the 12th inst., and was bound home, in ballast, from Port Royal.

The *Tacony* was turned into a privateer in place of the tender, whose name was the *Clarence*, of Baltimore, and was also a prize of the *Florida*.

The schooner *M. A. Shindler*, of Great Egg Harbor, N. J. This vessel was bound from Port Royal to Philadelphia, in ballast. She was burned on the 12th inst.

The schooner *Kate Stewart* of Philadelphia, which is now here. This vessel was bonded for \$7,000, and released.

The crew of the brig *Mary Alvina* reported that another vessel, name unknown, was also bonded and released.

The *Tacony*, M. A. Shindler and the *Kate Stewart* were captured in latitude 37 13, longitude 75 04—only 45 miles from Cape Charles.

The *Kate Stewart* was released in consequence of having so many ladies and other passengers on board.

The prisoners of the other vessels were transferred to the *Kate Stewart*, with the exception of the crew of the *Whistling Wind*, who were sent to St. Thomas on a Danish vessel a few days before the *Kate Stewart* was captured.

The schooner *Philip Bridges* (of Plymouth, Mass.), Capt. Mullins, 13 days from Port de Paix (St. Domingo), with coffee and logwood to master, arrived at this port yesterday, bound to Boston. On the 8th inst., lat. 33° 26', lon. 73° 08', spoke the schooner *Alfred H. Partridge* (of New-York), Capt. Newman, hence for Matamoros; she reported having, the day previous, in lat. 34° 49', lon. 73° 08', been boarded by the Rebel pirate *Clarence* (of Baltimore), Capt. Read, who, after compelling Capt. Newman to give bonds, allowed her to proceed. They placed on board five colored seamen who had been taken from the bark *Whistling Wind* (previously captured), who were transferred to the *Philip Bridges* and brought to this port. Capt. Newman was well treated by the officers of the pirate.

The *Bridges* left no American vessels at Port de Paix. She put into this port for medical assistance, the captain and two seamen being sick.

Statement by the Captain of the Bark *Tacony*.

PHILADELPHIA, Saturday, June 13, 1863.

Capt. Wm. G. Mundy, late of the bark *Tacony*, captured by the brig *Clarence*, or the privateer *Cuquette*, makes the following report:

On the 12th of June, at 6 o'clock a. m., when about forty miles off Cape Virginia, in lat. 37° 13' N., lon. 75° 04' W., I was spoken by the brig *Clarence* of Baltimore, who said she was short of water, and wished for a day's allowance. Of course I landed on this appeal to humanity, and their boat came alongside with an officer and six men, who immediately came aboard. They told me they were fifty-five days from Rio de Janeiro, were bound to Baltimore, and were entirely out of water. While talking the after hatch of I was confronted by the officer of the boat, who presented a pistol at my head, and stated that my vessel was his prize, a prize to the Confederate States, and ordered me to leave for New-York. Immediately after, or while transferring my crew, the schooner *M. A. Shindler* came up, and was hailed to aid and capture me. While transferring the crew of the *Shindler* to the bark *Tacony*, and set fire to the former vessel as well as the schooner *M. A. Shindler*. We were then released, the pirate standing off to the south-east. The brig *Mary Alvina*, Capt. Crobbick, was also captured on the 9th inst. in lat. 34° 49', lon. 73° 08'. She was bound from Port de Paix to New-Orleans with commissary stores. I ascertained that the night of the 12th, while transferring the crew of the *Shindler* to the bark *Tacony*, the *Clarence* captured a schooner painted lead color in sight, which she supposed to be a cruiser. She had only one gun, a 12-pounder, left. The *Tacony*, which is now being used as a privateer, is of 375 tons burden. She is painted black, was tattered rigged, has light spar and one starboard quarter boat. A schooner and a brig were in sight when we left the pirate. The schooner made away. The *Tacony* was in ballast. She left Port Royal on the 7th inst., having carried coal to that port for the Government. The commander of the pirate is Chas. W. Reed of Jackson, Mississippi, who represented himself as the Lieutenant commanding the vessel. He is a light built man, light complexion and not disposed to be communicative. We were, however, treated with all the consideration possible under the circumstances.

Orders were received at the Navy-Yard yesterday morning to fit out all the vessels available with the utmost dispatch. The carpenters, sailmakers, riggers, and sparmen were summoned and set to work. The cause is stated to be the presence of some fifteen Rebel privateers off the coast watching for vessels coming in and going out of New-York Harbor. There was considerable excitement in consequence.

The iron-clad steam frigate *Roonoke* is to be put in commission to-day.

Description of the Captured Vessels.

Bark Union Jack, of Boston, built at East Boston, and launched in November last, was 482 tons register. Sailed from this port for Shanghai on the 26th of March last; crossed the equator in about 30 W. lon. Same night saw a burning ship to the N. W. In lat. 4° 40' S., lon. 32° 30' W., was captured and burned by the privateer *Alabama*. Same date (May 3), the ship *Sea Lark* was also taken and burned. May 12, was landed in Bahia. May 13, privateer *Georgia* arrived at Bahia, and landed the crew of the ship *Dictator*. On the 16th, the American bark *Weber*, of and from Boston, arrived in Bahia. Same night saw a burning ship to the N. E. In lat. 10° 30' S., lon. 32° 30' W., was captured and burned by the privateer *Alabama*. Same date (May 3), the ship *Sea Lark* was also taken and burned. May 12, was landed in Bahia. May 13, privateer *Georgia* arrived at Bahia, and landed the crew of the ship *Dictator*. On the 16th, the American bark *Weber*, of and from Boston, arrived in Bahia. 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